

State of California
Business, Transportation and Housing Agency
Department of Transportation

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HIGHWAY FINANCIAL MATTERS
Project Greater Than 120%
Resolution: FP-00-74
CTC Meeting: March 28-29, 2001

Agenda Item: 2.5d

Original Signed By _____
W. J. Evans, Deputy Director
Finance
March 1, 2001

**ALLOCATIONS FOR PROJECTS WITH VALUE GREATER THAN 120 PERCENT OF
PROGRAMMED AMOUNT**

RESOLUTION FP-00-74

RECOMMENDATION

The Department recommends that the California Transportation Commission approve the following Resolution.

FINANCIAL RESOLUTION

Resolved, that \$14,603,000 be allocated from Budget Act Items 2660-301-0042 and 2660-301-0890, Budget Act of 2000 for the three (3) projects on the attached sheets.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

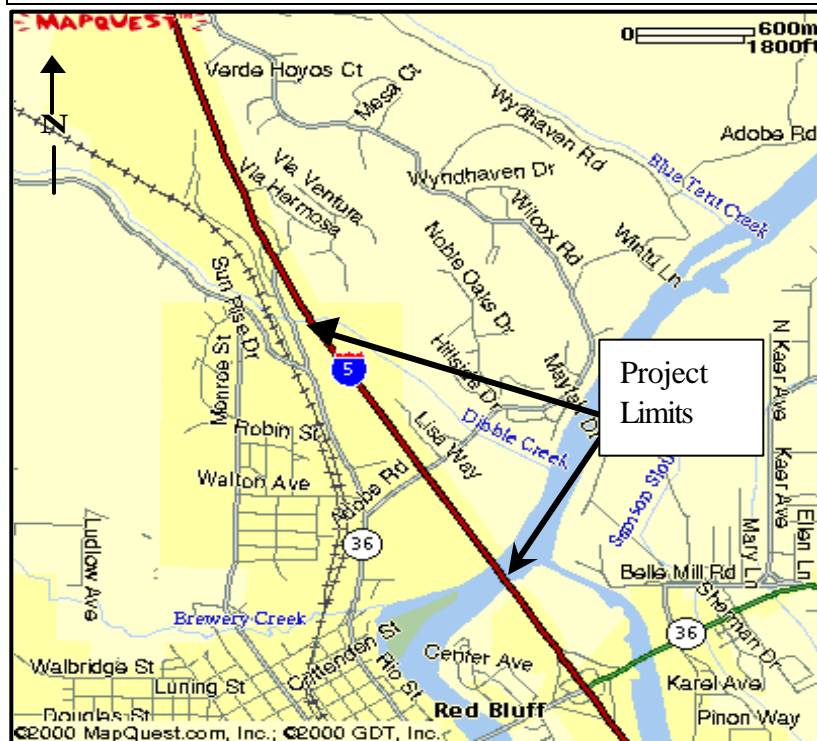
These major construction projects proposed for funding are included in the adopted State Transportation Improvement Program (STIP).

SUMMARY AND CONCLUSIONS

This resolution allocates State and Federal funds of \$14,603,000 for three (3) new major construction projects. These projects have a total cost greater than 120 percent of the programmed amount.

Tehama County is requesting an advance of \$1,450,000 from their future County Shares to fund the increase in the first project.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	EA (PPNO) Program (Prog Year) Prog Amount	Budget Year Item # Program Codes	State Federal Total Amount
1 \$3,485,000 Department of Transportation <u>Tehama LTC</u> Tehama 02N-Teh-5 R27.1/R27.8	Adobe Road Project In Red Bluff from the Sacramento River Bridge to south of Dibble Creek Bridge at Adobe Road. Construct two ramps. (This project is being combined for construction under EA 2618U1 with STIP project EA 261811, PPNO 02-8100). (Tehama County requests that their current advance be increased to cover the \$1,450,000 cost increase).	261821 02-0266C RIP / 00-01 \$0 \$0 \$65,000 \$2,035,000 \$3,485,000	2000-01 301-0042 301-0890 20.20.075.612	\$294,000 \$3,191,000 \$3,485,000
Support Expenditures to Date: \$65,000				



PROJECT DESCRIPTION

The project is in Tehama County, near Red Bluff, from the Sacramento River Bridge to south of Dibble Creek. The project will construct two ramps at the Adobe Road Overcrossing.

FUNDING STATUS

The project is currently programmed in the 2000 STIP with Regional Improvement Program (RIP) funds for \$2,035,000 for construction in the 2000/01 Fiscal Year. This request for \$3,485,000 is 71% above the programmed amount.

BACKGROUND

The north end of Red Bluff is one of the City's primary growth areas. The business district in this area includes State and private business offices and further growth is planned. The residential areas east of Route 5 continue to grow as well. The closest access to Route 5 is located over a half mile north of the planned interchange and requires crossing over to the west side of the freeway.

This project will construct a northbound on-ramp from Adobe Road to Route 5 and a southbound off-ramp from Route 5 to Adobe Road. A soundwall will also be constructed adjacent to the northbound on-ramp. This project will be combined for construction with another project (PPNO 8100) that will reconstruct the Adobe Road Overcrossing and construct a northbound off-ramp from Route 5 to Adobe Road and a southbound on-ramp from Adobe Road to Route 5.

REASON FOR INCREASE

Originally, the proposed ramps at this location were to be constructed as part of a wide diamond type interchange that would require additional acquisition of right of way. After conferring with the local community, a compact diamond type interchange was designed. Because the ramps are higher in the new configuration, additional fill material is needed. Since there is no adequate local source for fill material in the area that complies with the State Mining and Reclamation Act, imported borrow material will have to be hauled to the site from a remote source at an increased cost of approximately \$800,000.

Supplemental traffic control measures, needed to minimize traffic delays during construction of the project, will require more night work and additional traffic handling requirements that have increased the traffic control estimate by approximately \$250,000.

The relocation of an extensive sanitary sewer system located in the west half of the project limits was scheduled to be done during the Right of Way process until the City of Red Bluff requested that it be relocated as part of the construction phase. This resulted in an estimated increase of \$200,000 for the construction phase. An additional \$200,000 is needed to construct a drainage system at the base of a soundwall adjacent to the northbound on-ramp to prevent the possibility of flooding

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$ 3,485,000 to allow this project to be advertised.

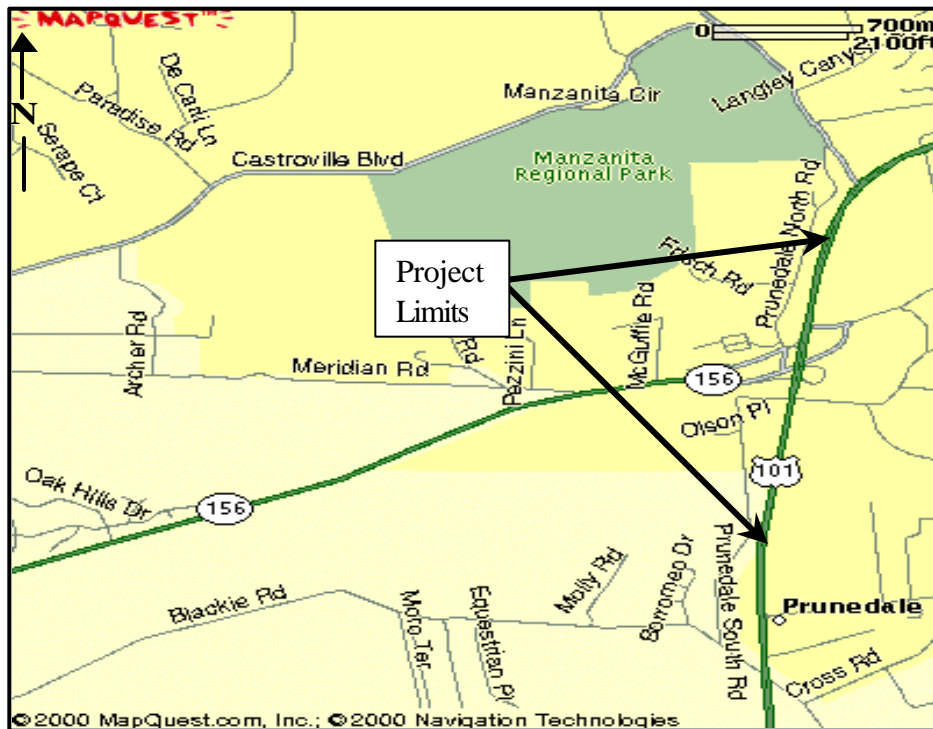
OPTION B: Deny this request and direct the Department to redesign the project to bring the cost within the programmed amount.

The Department considered this option. The Department and the Tehama County Transportation Commission reviewed the various options to reduce the cost of work. A portion of the landscaping work was eliminated from the project, but none of the other items could be reduced or eliminated without significantly impacting the scope of the work.

RECOMMENDED OPTION

The Department and the Tehama County Transportation Commission recommend that this request for \$3,485,000, as presented in OPTION A above, be approved to allow this project to be advertised.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	EA (PPNO) Program (Prog Year) Prog Amount	Budget Year Item # Program Codes	State Federal Total Amount
1 \$8,962,000 Department of Transportation TAMC Monterey 05N-Mon-101 95.4/95.6	Near Salinas at Route 101/156 separation. Modify interchange. (The additional \$2,270,000 in CON is to be funded from the available IIP funds being deleted from project 05-446401, PPNO 0464). Support Expenditures to Date: \$1,476,627	0161U1 05-0058L GF-IIP / 00-01 \$0 \$0 \$1,861,000 \$6,692,000 \$8,962,000	2000-01 301-0042 301-0890 20.20.025.511	\$1,028,000 \$7,934,000 \$8,962,000



PROJECT DESCRIPTION

The project is in Monterey County, in Prunedale, at the Route 101/156 interchange. The project will modify and improve the interchange by making operational and safety improvements.

FUNDING STATUS

The project is programmed in the 2000 STIP for \$6,692,000 with Grandfathered Interregional Improvement Program (GF-IIP) funds for construction in the 2000/01 Fiscal Year. This request for \$8,962,000 is 34% above the programmed amount for this project.

BACKGROUND

This project is located in the community of Prunedale in Monterey County, near the southern terminus of the project known as the Prunedale Bypass. In Monterey County, Route 156 is a primary connection between Route 1 along the coast and Route 101, which generally runs south to north through inland valleys. This project will construct numerous modifications to improve operations and increase safety at the Route 101/156 interchange in Prunedale where Route 156 merges with Route 101. Improvements include: realignment of the ramp from southbound Route 101 to westbound Route 156 to reduce accidents and improve traffic flow by eliminating all driveways and intersections along the ramp; construction of a new bridge, Prunedale Overcrossing, so that the intersection of the ramp and Prunedale North Road can be eliminated; construction of an on-ramp from the overcrossing to southbound Route 101; construction of an undercrossing under Route 156 to connect Prunedale North Road with Prunedale South Road; and construction of three retaining walls.

REASON FOR INCREASE

When the project was originally scoped, the overcrossing and two of the retaining walls were expected to utilize spread footing foundations that would not require piles, but the detailed foundation studies report recommended the use of piling for the overcrossing and for the retaining wall adjacent to the overcrossing. The report also concluded that the other wall should be modified to a Mechanically Stabilized Earth (MSE) design. An additional \$1,130,000 was needed to adhere to the recommendations of the foundation report.

Additional Construction Zone Enhanced Enforcement Program (COZEEP) patrols are needed for the project due to growth in traffic volumes, increased demand in the community for speed enforcement during construction, and lessons learned from the adjacent San Miguel interchange project currently under construction. This has resulted in a cost increase of \$60,000.

The remainder of the increase can be attributed to refined material quantities and updated unit prices. The earthwork, imported borrow, roadway excavation, and aggregate base item quantities increased due to profile changes and unit costs have been updated based on the unit prices of the San Miguel interchange project. Unit prices for asphalt concrete have increased because production costs have gone up with the recent rise in energy and oil prices. These increases have resulted in a cost increase of \$1,080,000.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$8,962,000 to allow this project to be advertised.

OPTION B: Deny this request and direct the Department to redesign the project to bring the cost within the programmed amount.

The Department considered this option. The project has undergone numerous community reviews and none of the work can be eliminated without changing the scope.

RECOMMENDED OPTION

The Department recommends that this request for \$8,962,000, as presented in OPTION A above, be approved to allow this project to be advertised.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	EA (PPNO) Program (Prog Year) Prog Amount	Budget Year Item # Program Codes	State Federal Total Amount
2 \$2,156,000 Department of Transportation LACMTA Los Angeles 07S-LA-210 32.2/32.6	In Arcadia from 2 nd Avenue Undercrossing to 5 th Avenue Undercrossing. Construct soundwall (westbound). (The additional \$1,124,000 in CON is to be funded from an advance of IIP funds. The City of Arcadia is contributing \$264,000 in local funds to this project). Support Expenditures to Date: \$465,932	136901 07-0756F GF-IIP / 00-01 \$0 \$0 \$273,000 \$1,032,000 \$2,156,000	2000-01 301-0042 301-0890 20.20.025.513	\$206,000 \$2,230,000 \$2,156,000



PROJECT DESCRIPTION

This project is in Los Angeles County, in Arcadia, from Second Avenue Undercrossing to Fifth Avenue Undercrossing. The work involves constructing a 1,360-foot long soundwall on the westbound side of the freeway.

FUNDING STATUS

This project is programmed in the 2000 STIP for \$1,032,000 of Grandfathered Interregional Improvement Funds (GF-IIP) for construction in the 2000/01 Fiscal Year and with \$264,000 in local funds from the City of Arcadia. This work will construct a soundwall along the north side of Route 210 from approximately Second Avenue to Fifth Avenue. This request for \$2,156,000 is 109% over the programmed amount for this project.

BACKGROUND

The project will construct a soundwall on top of a retaining on the north side of Route 210. The project will also reconstruct a 12-foot wide auxiliary lane and a 10-foot wide paved Asphalt Concrete (AC) shoulder.

REASON FOR INCREASE

The westbound shoulder of the freeway where the soundwall is to be constructed contains Aerially Deposited Lead (ADL) contaminated soil that is subject to the provisions of the variance from the California Department of Toxic Substances Control (DTSC) regarding handling of hazardous substances. Conformance to this variance has resulted in very high disposal costs for ADL contaminated soil which was not included in the original scope of the project. The material will have to be removed and deposited in a Class 1 landfill facility at an approximate cost of \$350,000.

The unit prices of various items, such as Block Wall, Retaining Wall and various AC pavement items, have increased since the Noise Barrier Scope Summary Report and Supplemental Noise Study Report were approved. The increase in unit prices of these items has resulted in a cost increase of \$350,000.

The westbound shoulder is subject to the requirements of the Water Pollution Control Program (WPCP). The WPCP is for projects resulting in less than 5 acres of soil disturbance and additional drainage facilities are required for compliance with the WPCP resulting in a cost increase of \$200,000.

The contractor will perform a portion of the construction work at night and will require the assistance of the California Highway Patrol (CHP) and additional traffic control costs. The costs for additional Construction Zone Enhanced Enforcement Program (COZEEP) patrols and additional traffic control have increased the cost by approximately \$149,000.

The initial pavement strategy called for the auxiliary lane pavement to be replaced with AC pavement. Because the existing mainline pavement is Portland Cement Concrete (PCC) pavement and the project will increase traffic lane widths along the mainline to meet standard lane width requirements, the auxiliary lane will be constructed using PCC pavement with a full structural section including sub-base and base. An additional \$75,000 is needed to change the pavement type and build a full structural section.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$2,156,000 to allow this project to be advertised.

OPTION B: Deny this request and direct the Department to redesign the project to bring the cost within the programmed amount.

The Department considered this option. The Department reviewed the scope of the project and could not identify any practical cost savings without changing the scope of the project.

RECOMMENDED OPTION

The Department recommends that this request for \$2,156,000, as presented in OPTION A above, be approved to allow this project to be advertised.